

~~CF-634~~
Conf
Pam
12mo
#96

Duke University Libraries
Message of the
Conf Pam 12mo #96
D990273725



0634

MESSAGE OF THE PRESIDENT

To the House of Representatives :

I herewith transmit the reports made by the heads of the Treasury and War Departments, in response to your resolution of the 6th instant, making various enquiries relative to the subject embraced in the act of 6th February, 1864, entitled "a Bill to impose regulations upon the foreign commerce of the Confederate States, to provide for the public defence."

The importance of this subject induces me to present, at some length, my views upon the policy of the law, and upon its effects as developed by experience.

The first section of the law, (which was passed at the fourth session of the first Congress and was the expression of its matured judgment,) prohibits the exportation of the principal products of the Confederate States, except under uniform regulations, and the reason for this prohibition is expressed in the preamble to be this; "that the condition of the contest demands that the Confederate States should call into requisition, whatever resources of men and money they have for the support of their cause."

The fifth section of the law indicated that the purpose of Congress in granting power to allow or refuse permission to export the produce of our country, was to enforce a return, in whole or in part, of the value of the produce exported "in military or other supplies for the public service."

But a full understanding of the policy of your predecessors, can be attained only by taking into consideration, another act passed on the same day, and entitled "an act to prohibit the importation of luxuries or of articles not necessaries, or of common use."—This last mentioned act absolutely prohibited, during the pending war, the importation of any articles not necessary for the defence and subsistence of the country; and among those excluded from importation were wines, spirits, jewelry, cigars, and all the finer fabrics of cotton, flax, wool or silk, as well as all other merchandise serving only for the indulgence of luxurious habits.

In a word, the two acts were an exercise of the power to regulate commerce so as to make it subservient to the success of our struggle, by prohibiting the importation or exportation of merchandise or produce for any other purpose than National defence and necessary subsistence, until these vital objects should be placed beyond the reach of danger. The two laws form one common system and they should be so regarded in considering the propriety of the repeal or modification of either.

When signing my approval of these acts, I considered them as measures eminently wise and proper, and as well adapted to remedy existing evils. Complaints were rife through our country that

its foreign commerce was almost exclusively in the hands of aliens, that our cotton, tobacco and naval stores were being drained from the States, and that we were receiving in return cargoes of liquors, wines and articles of luxury; that the imported goods, being held in few hands and in limited quantities, were sold at prices so exorbitant that the blockade runners, after purchasing fresh cargoes of cotton, still retained large sums of Confederate money, which they invested in gold for exportation, and in foreign exchange; and that the whole course of the trade had a direct tendency to impoverish our country, demoralize our people, depreciate our currency, and enfeeble our defence. Congress believed these complaints well founded, and in that belief I fully concurred. None doubted that a remedy was desirable, and your present enquiries seek information in relation to the efficiency of the remedy provided by the legislation then devised, as developed by actual experience.

My conviction is decided that the effect of the legislation has been salutary, that the evils existing prior to its adoption have been materially diminished, and that the repeal of the legislation or any modification impairing its efficiency, would be calamitous. This opinion is shared by every Executive Department that has been entrusted with the execution of these laws and regulations, and thus enabled to form a judgment based on observation and experience.

The propriety and justice of a claim on the part of the government that a share of all the vessels engaged in the blockade trade, should be held subject to its use for the benefit of the whole people, was so obvious that even before the legislation of Congress, few owners refused to place at its disposal, one-third of the tonnage, both outward and inward, for the importation of supplies and the exportation of the produce necessary to pay for them. On the passage of the laws, it was deemed proper to increase the demand of the government to one-half. This decision was based not only on the consideration that the government was burthened with the entire expense of defending the ports of entry, but on the further reasons that the enormous gains of the commerce were monopolised by foreigners, free to engage in commerce at their pleasure, while our citizens were engrossed in the sacred duty of defending their homes and liberties, and therefore unable to compete for the trade. It was foreseen that this increase would be resisted, and in a message on the subject, addressed by me to the House of Representatives on the 10th June last, it is stated that "for some weeks after the adoption of these regulations, strenuous efforts were made by parties interested in the business, to induce a relaxation of the regulations. Many of the vessels remained unemployed on the allegation of the owners that the terms imposed by the regulations were so onerous as to render impossible the continuance of the business. The regulations remained unchanged, for I was satisfied from an examination of the subject, that this complaint was unfounded and that the withdrawal of the vessels was an experiment, by a combination among their owners, on the firmness of the government. The result proved the correctness of this view,

for after various attempts to obtain increased advantages, the vessels resumed their voyages, their number has been largely increased, the ability to export produce and import supplies on government account has been developed to a greater extent than had been anticipated, and the credit of the government has been so improved in foreign markets that the quotations for its loan have rapidly advanced."

In the same message it was also stated that "among the efforts made to induce a change of the regulations, was a warning given to officers of the government, that the owners of vessels could make better bargains with the Governors of States than with the Confederate Government, and that if the regulations were not relaxed in their favor, they would transfer their vessels to the Executives of the several states, and thus withdraw them from the operation of the regulations."

Reverting now to the precise enquiries contained in your resolution, I answer—

1st. That no restriction whatever has been placed on the exercise of the right of any Confederate State, to export on its own account, any of the articles enumerated in the act entitled "An act to impose regulations, &c.," approved 6th February, 1864.

Each State not only exports whatever it pleases but the obligation imposed on private individuals, to bring back into the country necessary supplies, equal in value to one-half of the produce exported, is not extended to the States. They are, in these respects, on a footing of absolute equality with the Confederate government.

I am aware that complaints have been made of the effect of these regulations by the Governors of some of the States; but their objections are, in my judgment, without foundation.

It is not denied by any of them, that when a State purchases a vessel, it is left under the exclusive control of the State authorities, and that the Confederate government claims no share of the outward or inward tonnage. It is also admitted, that when the States purchase or charter any part of a vessel not exceeding one-half, the C. S. Government does not interfere with their enjoyment of the portion so purchased or chartered, and confines itself to exacting from the private owner, the use of that half not conveyed to the State; but the complaint is, that the Confederate government will not further consent to yield, for the benefit of a single State, any part of that moiety of the tonnage of each vessel which it has secured under the regulations for the common use and benefit of all the States of which it is agent.

By the regulations, as now existing, half the tonnage of all the vessels engaged in the trade, has been conveyed to the use of the Confederacy. Why should a single State be allowed to take for its separate use, from the Confederacy, any part of this half? Is it not enough that the remaining half is left open for purchase or charter by the State?

It is plain that a state and the owner of a vessel can have no motive for contracting in such manner as to diminish the tonnage claimed by the Confederacy, unless for a profit that is to be shared

by both. Any concession, therefore made on this point, is in effect the loss of an interest which is the common property of all the states, for the joint gain of a single state and of a private capitalist.

Again. The army in the field is the army of the Confederacy, which is charged with the duty of supplying it with clothing, subsistence and munitions of war. The performance of this duty demands the most strenuous exertions, and the command of all the resources that can be reached. Any diminution of our command of those resources, by a modification of the existing legislation, might lead to disastrous consequences. Under our present arrangements, we are barely able to supply to our brave defenders a moderate share of those comforts which are indispensable to their efficiency. As long as privations are endured by all alike, there is a noble and patriotic emulation in the display of cheerful fortitude in enduring them. But if the common supply now distributed among all is diminished, for the purpose of enabling any one state to add to the supplies furnished her own troops, the effect will be pernicious to an extent that can scarcely be appreciated in advance. I leave it to others to imagine the state of feeling which would ensue, if the soldiers of the seaboard states were to be found amply supplied with all necessaries and comforts, standing side by side with the troops of interior states, who would be deprived of a part of what they now receive, in consequence of a diminution of our present means of providing for all alike. If to this it should be answered that the interior states could enjoy the same advantages as the seaboard states, by sending agents to the ports to represent them, thus placing all on an equal footing, the reply is obvious. The result would then be, to bring all the States back to the same condition in which they now are, that is to say, each possessing its fair share of the advantages derived from the tonnage used by the Confederate government.

It appears to me that any change in the present regulations so as to affect the rights of the Confederate government must necessarily be either useless or mischievous: useless, if no advantage is to be gained by any one State over the others: mischievous in the extreme, if such an advantage is to be the effect of the change.

It has been suggested that there are many articles required by the people of the different states, which can only be obtained through the aid of their governments, and that the efforts of the Confederate government are confined exclusively to the supply of the needs of the army. This is true. But one-half of all the tonnage of private owners remains open to employment by the states for the purpose suggested, though perhaps at somewhat greater cost than would be charged if they were permitted to use the portion reserved for the Confederacy. But I repeat, that there is no justice apparent in the demand that all the states should sacrifice a common right for the profit of a single state: nor in diminishing the necessary comforts of the soldier for the benefit of those who remain at home. It is also competent for each state to purchase vessels for its own use, or to purchase shares in common with one or more other states, for the introduction of supplies necessary for

the people, without encroaching on the means used by the Confederacy for supplying the army.

2d. Upon the second question, whether the regulations have caused any diminution in the number of vessels engaged in foreign commerce, the report of the Secretary of the Treasury gives such information as satisfactorily establishes the reverse to be the case.

In addition to the statements made by him, derived from official returns, the Secretary of War reports that many new steamers are understood to be on the way to engage in the trade, notwithstanding the impression which prevails that the stringency of the blockade is constantly increasing.

The number of vessels which arrived at two ports of the Confederacy between the 1st November and 6th December was forty-three, averaging more than one per day, and indicating no check in the trade. A further and conclusive proof that the profits of this commerce under present regulations are sufficiently tempting to secure its increase, is afforded by the fact that the shares of the companies engaged in it have greatly advanced in value. The shares of one company, originally of \$1000 each, were selling in July last for \$20,000 each, and now command \$30,000. Those of another company have increased in the same period from \$2500 to \$6000: and all exhibit a large advance.

3rd. Your third enquiry seeks information whether the legislation and regulations have been beneficial or otherwise in their effect on the success of our arms and the supply of means necessary to the public defence.

My opinion has already been indicated on this point, and the reports of the Secretaries are decided in the expression of their own convictions of the wisdom of the laws, and the beneficial effects produced by them, in connection with the regulations established for giving them effect.

These laws and regulations have enabled the Government not only to provide supplies to a much greater extent than formerly, and to furnish the means for meeting the instalments on its foreign loan, but to put an end to a wasteful and ruinous contract system, by which supplies were obtained before Congress determined to exercise control over the imports and exports.

Instead of being compelled to give contractors a large profit on the cost of their supplies, and to make payment in cotton in our ports at six pence per pound, we now purchase supplies abroad by our agents, at cost in the foreign market, and pay there in cotton, which sells at a net price of twenty-four pence per pound. When all the elements of the calculation are taken into consideration, it is by no means an exaggeration to say, that one hundred bales of cotton exported by the government will purchase abroad the same amount and value of supplies, that six hundred bales would purchase, delivered to contractors in the Confederacy. A reference to the report of the Secretary of the Treasury shews, that of 11,796 bales of cotton shipped since first July last, but 1272 were lost; not quite eleven per cent. If this be taken as a fair average, and it is believed to be so, out of six hundred bales of cotton exported, five hundred and thirty four would arrive abroad, and yield at forty

pounds per bale, £21,360, while the same six hundred bales delivered on payment at a home port, at six pence per pound, would yield less than £6000.

There are other advantages derived from buying abroad, rather than contracting with blockade-runners, of no small magnitude, but the foregoing statement will show the enormous profits that were made by them when the government was forced to contract, instead of purchasing for itself, and will suggest a motive for the strenuous efforts they have not ceased to make, to get rid of the regulations and procure a change in the policy of the government. It is to the law and regulations that the government owes its ability to command freight room, and then buy and sell for itself, instead of being forced to make contracts so extravagant as those above described. It requires little sagacity to perceive that with temptation so great, the owners of vessels would spare no pains to obtain contracts from the several states, if allowed to do so by law, with the view of again withdrawing from our use as far as possible the tonnage of their vessels, and thus compelling a return to the ruinous contract system.

The reports of the Secretaries will fully inform you of the quantity and nature of the supplies obtained by the government under the present system, and their importance to the national defence will be perceived at a glance.

4th. To the fourth enquiry, whether experience has suggested the necessity of the repeal of said act, or any modification or amendment of its provisions, the foregoing remarks would seem to furnish a sufficient answer. But I conclude, by renewing the expression of my conviction, that the result of any legislation checking or diminishing the control now exercised by the government over our foreign commerce, would be injurious to the public interest, and would ensure the renewal, in aggravated form, of the evils which it was the purpose of your predecessors to remedy by the laws now in force.

JEFFERSON DAVIS.

Richmond, Va., Dec. 20, 1864.

RESPONSE OF SECRETARY OF WAR,

To the Resolutions of the House of Representatives, adopted December 6th, 1864, respecting operations under the act of 6th February, 1864.

CONFEDERATE STATES OF AMERICA, }
WAR DEPARTMENT, }
Richmond, December 10, 1864. }

To the President :

I have the honor to submit my answer to the enclosed resolutions of the House of Representatives, transmitted by you to me (Resolutions adopted on the 6th inst., in relation to the act of 6th February, 1864.)

1. The tenth clause of the regulations established under the act of February 6th, 1864, is as follows :

"Nothing in these regulations shall be so construed as to conflict with the proviso of the law which declares, 'that nothing in this act shall be construed to prohibit the Confederate States, or any of them, from exporting any of the articles herein enumerated on their own account,' nor shall a bond be required of a State in any case."

In regulating this clause, no restriction has been imposed upon any State, and no State has been asked to give a bond, as required of all private owners. All vessels, except those owned exclusively by States, are subject to the "Regulations," and compelled to carry out cotton and bring in a supply for the C. S. Government.

If a State should be a subscriber to one of the joint stock companies for running the blockade, or in partnership with private individuals in a vessel, such vessel should be held as subject to the "Regulations." But all vessels and cargoes belonging to States are held to be entirely exempt, and no restriction attaches to them.

2. The number of vessels engaged in running the blockade has steadily increased since the establishment of the "Regulations," and is now larger than at any time before. Many new steamers are understood to be on the way to engage in the business ; this, too, though the stringency of the blockade is supposed to be constantly augmenting.

3. The "Regulations" have been beneficial to the C. S. Government in furnishing the means abroad to purchase supplies and munitions of war, and the tonnage required to transport them into our ports.

Prior to the passage of the Act, owners of steamers, upon the application of the Secretary of War, conceded to the C. S. Government, a portion of tonnage for outward and inward cargoes, but the Act of Congress and the "Regulations" under it were ne-

cessary to secure uniformity, and compel such persons as were reluctant to make the concession.

The annexed statement showing (1) quantity of cotton exported for the C. S. Government, and its estimate value; (2) the leading articles imported, exhibits some of the substantial advantages that have accrued to the C. S. Government.

Our agents abroad represent that the Act and "Regulations" have been, in the highest degree, beneficial in appreciating the public credit and enabling them to secure additional supplies at reduced rates.

4. It would be exceedingly inexpedient to repeal the Act, and experience has not suggested to me any modification or amendment, as necessary. On the contrary, the Act and "Regulations" are just becoming well understood, and the C. S. Government is appreciating more and more the benefits resulting from them. The duty attaches peculiarly to the C. S. Government to provide supplies and munitions of war for the public defence; and it is better, in every respect, that the duty should be wholly performed by the C. S. Government, especially when in devolving any portion of it upon the States, the means, to that extent, are withdrawn from the C. S. Government. If a concession is made to the States to charter vessels, and if such vessels be exempt from the operation of the "Regulations," each State becomes a competitor with every other State, and the C. S. Government. The uniformity contemplated by the Act of Congress will be destroyed. Competitive charters will be made, not only to secure the ship, but to secure the entry to particular ports. If one State undertakes to supply its troops, every other State will be compelled to undertake the same duty. Unequal provision for the soldiers of different States will create jealousy and dissatisfaction among them, and ultimately, the C. S. Government will have to reimburse the States. The competition of the States with each other, and with the Confederate States, would, I fear, extend to transportation over the railroads, when it was inadequate to the delivery at the seaports of cargoes for all vessels particularly owned or chartered by them. Agencies at home would be largely multiplied, which would aggravate the competition in every form. It may be safely assumed that all vessels will run under the "Regulations," carrying cotton and bringing in supplies for the C. S. Government, unless they can make more advantageous arrangements with particular States. Whatever, therefore is gained by such arrangements will accrue to individuals, and will be so much subtracted from the C. S. Government.

The "Regulations" are general in their character, and seem to justify, indeed to call for, the expression of these views.

I have the honor to be,

Very respectfully, your obedient servant.

JAMES A. SEDDON,
Secretary of War.

IMPORTATIONS of Leading Articles at Wilmington and Charleston, since 1st November, 1863.

From last statement, October 26, 1864.
From 26th October to 8th December, 1864.

Packages Leather.	666 8	12,896 150	9,296 473	97	2,015 557	2,921 702	15,104 6,085	2,515 823	2,453 549	43	1,452 24	54	134	816 104	2,292 417
Pigs Lead.	009	12,546	9,699	97	2,172	2,24	21,279	2,143	2,303	43	1,476	54	134	920	2,639

Estimated quantity or weight.

Lbs.	Lbs.	Pcs	Pcs	Lbs.	Lbs.
1,507,000	1,933,000	145,000	316,000	69,000	720,000

SHIPMENTS of Cotton since 1st March, 1864.

Account Nitre and Mining Bureau,	873
“ Medical Department,	328
“ Engineer Department,	57
“ Commissary Department,	1,248
“ Quartermaster’s Department,	1,829
“ Ordnance Department,	1,776
	<hr/>
To say War Department,	6,111
“ Navy Department,	4,861
“ Treasury Department, 12,840 and one-half of Contract Steamers, 6,974—3,487,	16,327
	<hr/>
Bales :	27,299
	<hr/>
Bales, 27,299 at £40 average ; value £1,091,960 at \$4 85,	\$5,296,006
Equal in currency at 25 to 1,	\$132,400,150

COMMUNICATION OF SECRETARY OF TREASURY.

TREASURY DEPARTMENT, C. S. A.,)
 Richmond, Dec. 12, 1864. }

To the President :

SIR :—I have the honor to submit the following reply to the enquiries contained in the resolutions of the House of Representatives, of the 5th inst., in relation to the foreign trade.

1. Whether any, and what restrictions have been imposed upon the exercise of the right of the Confederate States, or any of them, to export on their own account, any of the articles enumerated in the Act entitled 'An Act to impose regulations upon the foreign commerce of the Confederate States to provide for the public defence,' approved 6th February, 1864."

No restrictions whatever have been imposed upon the exercise of this right by the States. The 10th article of the Regulations, adopted in pursuance of the Act of 6th February, provides: "That nothing in these regulations shall be construed to conflict with the proviso in the 5th section, 'that nothing in this Act shall be construed to prohibit the Confederate States, or any of them, from exporting any of the articles herein enumerated, on their own account.'"

By the 1st and 2d articles of the Regulations, it is provided that vessels belonging to private parties, shall carry one-half the cargo, both outward and inward, on account of the Confederate States.

It has sometimes been supposed, that this provision operates as a restriction upon the freedom of action of the States. That if a State acquire, by purchase or charter, the use of one-fourth of a steamer, the Confederate States should relinquish an equal proportion of the moiety claimed under the Regulations, and reduce the share reserved for its use to one-fourth.

This Department does not concur in that opinion. It is held that a vessel engaging in this trade, charters one moiety to the Government, and has no power, while she continues therein, by a sale or another charter, to deprive the Government of the use of that moiety. The exercise of such a power would be incompatible with the design of the Act of February 6th, and in direct violation of the regulations made in pursuance thereof. It would be impossible for the Government to secure the use of any portion of a vessel, if the owner was permitted thus to alienate it at will. Nor would it be consistent with the equality to be observed among the States, in matters of common interest, that this should be conceded. The moiety reserved by the Confederate States, is for the use and benefit of all the States without distinction. The cotton exported is common property; when sold, the product is nearly all clear gain; the supplies brought back in return, add little or no-

thing to the expenditures of the government, and are distributed among the troops of all the states indiscriminately.

But when any part of this moiety is transferred to one state, it operates as a relinquishment of the share of each of the others for the benefit of that one. The part thus acquired, is then used to supply the troops of that state only; and as these supplies are nevertheless paid for by the Confederate States, it follows that, besides making this valuable concession, those from whom it is obtained, are drawn thereby into an unnecessary expenditure. In other words, in the one case the troops of all the States participate in the benefit, and without cost to any; in the other, the benefits are confined to the troops of one state, and all the others contribute to the cost, and without any reduction being made for the profits on the outward cargo.

2. "Whether the regulations made under the first section of said Act, have caused any diminution in the number of vessels engaged in foreign commerce."

The regulations were adopted on the 7th March, and the largest number of arrivals occurred in the months of May and June ensuing; during which period forty-three steamers entered the ports of Wilmington and Charleston. The prevalence of yellow fever, both in the Islands and in our own ports, caused a serious interruption to the trade during the summer months; but the abatement of the epidemic has been followed by the immediate return of activity, and from the 1st of November to the 6th of December, there have been forty-three arrivals at the ports above named.

It would appear, therefore, that no discouragement has been given to the trade by the regulations.

This conclusion is supported by other evidence. The freight of 5d per pound in gold, paid by the government, is nearly equal to \$3 per pound. So that the freight paid for carrying out 500 bales of cotton for the government, will purchase for the vessel 1000 bales at the market price; and the great profit realized on these terms, is exhibited in the enormous price commanded in the market by shares in all the blockade stocks.

3. "Whether the said Act of Congress, and the regulations made under its authority, have been beneficial or otherwise, in their effect on the success of our arms, and the supply of means necessary for the public defence; also, whether experience has suggested the necessity of the repeal of said Act of 6th February, or any modification or amendment of its provisions."

My impressions are that they have been in the highest degree beneficial. Before the passage of the Act, vessels were required to devote one-third of their tonnage to the use of the government, by authority of the War Department. The principle was the same as that of the regulations, and the statistics of the two periods have not been kept separate. The following summary, embracing a period of about twelve months, from the 1st of November, 1863, to the 25th October, 1864, exhibits the results attained under both. These details are derived from the report of Col. T. L. Bayne, Chief of the Bureau of Foreign Supplies of the War Department.

The leading articles imported are as follows.

Lead 1,490,000 pounds.
 Saltpetre 1,850,000 pounds.
 Meat 6,200,000 pounds.
 Coffee 408,000 pounds
 Hats and Shoes, 420,000 pair.
 Blankets 292,000 pair.
 Arms 136,832, muskets, rifles and carbines.

Since the date above mentioned, viz: the 25th of October, up to the 6th of December, further supplies of importance have been brought in, of which a detailed account is appended, marked A.

When the regulations were first adopted, each Department was charged with the duty of managing its own exports and imports; but experience indicated the propriety of consolidating these operations, and placing the whole under the control of the Treasury Department. This was accordingly done on the 1st of July, and from that date to the 1st of December, the quantity of cotton exported, was 11,796 bales. Of this quantity 1272 bales were lost, and 10,522 bales have arrived safe at foreign ports. At a moderate computation the value in gold is £320,000 sterling, or \$1,500,000; a sum capable of purchasing supplies of the value in currency of \$45,000,000.

The results attained appear to establish the beneficial character and effect of the Act of February 6th, and the regulations adopted in pursuance thereof; and I am strongly of the opinion neither the repeal of the act, nor any modification or amendment of its provisions," has been suggested by experience to be necessary.

G. A. TRENHOLM,
 Secretary of Treasury.

Cargoes received from abroad, on Government Account—Continued.

1864. Nov. 5.	Ranshee,	Nassau,	32 barrels coffee, 7 casks, 15 cases shoes,	Vessel's acc't “
5	A. E. Fry,	Bermuda.	173 boxes bacon, 126 tierces beef, 138 barrels crushed sugar, 40 coils rope, 18 cases stationery, 6 barrels sugar, 1 cask hams,	Commissary. “ Private acc't. “ “ “
	Blenheim,	Nassau, (1st trip.)	No government freight.	
24	Little Hattie,	Nassau,	15 barrels hardware, 10 cases “ 7 bundles vices, 13 bellows, 13 anvils, 43 barrels alcohol, 50 boxes tin plate, 8 cases stationery, 8 casks copper, 4 barrels tallow. 1 box tools, Ldenljohn varnish,	Q. M. “ “ “ “ Medical. “ E. Conscript. Navy “ “ “
21	Old Dominion,	Halifax,	210 barrels pork,	Commissary.
20	Emma Henry,	Bermuda,	130 sacks saltpetre, 10 cases shoes, 58 packages, 15 “	N. and M. Navy. Gen. Whiting
	Armstrong,	Bermuda,	1870 cases preserved meat, 10 bales gunny cloth, 200 bundles iron ties, 5 cases crockery,	Commissary: Seixas. S. Imp'g Co.
30	Vulture,	Bermuda,	15 cases rifles 15 “ carbies,	Ordnance. “
Dec. 1.	Ella, (beached.)	Nassau,	1 case blanket, 117 barrels pork, 40 tierces beef, 50 packs horse shoe nails, 1 life boat, 225 sacks coffee, 1 case spool cotton, 23 cases Enfield rifles,	Medical. Navy. “ N. and M. Navy. Ordnance “
	Owl,	Bermuda via Nassau	224 cases shoes, 31 bales cloth, 60 “ shirts, 161 “ blankets, 21 “ flannel, 2 “ hosiery,	Q. M. “ “ “ “ “
	Virginia,	Bermuda via Nassau	275 boxes meat, 76 casks bacon, 500 bundles iron ties, 30 bales bagging,	Commissary. “
2	Wild Rover,	Bermuda via Nassau	5 cases thread, 1 cask buckles, 9 cases buttons, 150 packages lead, 2 puncheons, 1 hogshead shoes, 117 cases bacon, 150 barrels pork, 7 casks bridles, 5 cases electro stalls,	Ordnance. “ “ N. and M. “ Commissary. “ Ordnance. “
4	Star,	England via Berm'da	9 cases, 5 drums, 24 cases, 17 “ 75 “ boots, 7 “ woollens, 30 “ rifles, 130 sacks saltpetre, 5 tons pig iron, 10 bales blankets, 27 cases,	Navy. “ Q. M. “ “ “ Ordnance. N. and M. “ Navy.

Cargoes received from abroad, on Government Account—Continued.

1st 4 Dec. 4	Bacon,	England via Bermuda	50 bales broad cloth, " " cloth, " " flannel, 100 cases boards, 7 " stationery, 2 bales paper, 2 cases tools, 7 " shovels, 6 " examination paper, 2 bales "	Q. M. " " " " Medical. " Ordnance. "
2	Casine,	Bermuda.	2 cases fuel hardware, 5 bundles sheet iron, 15 casks L. copper, 4 bundles copper bolts, 8 casks L. tin, 7 " pig lead, 5 " bladders, 7 cases zinc, 6 casks metal, 10 rolls lead, 10 bales blankets, 100 bundles iron ties,	Navy " " " " " " " " " " Ino. Stores

Very respectfully,

THOS. L. BAYNE, *Lt. Col.*

*Cargoes received from abroad, on Government account, from 27th
October, 1864 to date, 7th December.—Port of Charleston.*

1864. Nov. 4	Fox,	Nassau,	1 cask rasps, 35 kegs horse shoes, 10 " horse shoe nails, 2 casks spades, 75 cases shoes, 100 tierces beef, 6 bales bagging,	N. and M. " " Engineer. Q. M. Navy. Seixas.
5	Julia,	"	2 bales shirts, 25 " blankets, 11 " cloths, 2 " caps, 1 case thread, 40 cases shoes, 1 box books, 2 packages soap, 1 case adhesive plaster, 1 case surgical paper,	Q. M. " " " " " " " "
21	Beatrice, (Destroyed by the enemy)	"	7 barrels beef, 8 barrels pork, 21 cases soap, 30 bundles iron etc., 5 barrels rice, 2 casks wine, 4 cases do.	Navy. John Seixas. Medical. Engineer "
22	Syren,	"	30 kegs horse shoe nails. 1 case bisnuth, 67 barrels oil, 69 boxes tin plate, 5 carboys acid, 1 box do. 3 casks copper, 7 cases stationery,	N. and M. Medical. " " Navy. " " B. Conscript.
Dec. 1	Laurel,	"	In ballast.	
"	Druid,	"	50 barrels beef,	
"	Kate Gregg,	"	150 barrels beef, 60 barrels pork,	Navy. "

R 314
Conf
Pan
12th
#96

Permalife•
pH 8.5'